Dec. #4681

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MEMORANDUM

Tabled: June 6, 1985
Revised & Resubmitted:
NOVEMBER 21, 1985

TO: BOSTON REDEVELOPMENT AUTHORITY AND
STEPHEN COYLE, DIRECTOR

FROM: EDITH M. NETTER, ASSISTANT DIRECTOR OF LAND USE AND ENVIRONMENTAL POLICY
SUSAN ALLEN, ASSISTANT DIRECTOR FOR URBAN DESIGN AND DEVELOPMENT POLICY
LINDA BOURQUE, DIRECTOR OF ZONING
E. OWEN DONNELLY, SENIOR PROJECT COORDINATOR

SUBJECT: APPROVAL OF DEVELOPMENT IMPACT PROJECT PLAN AND DEVELOPMENT IMPACT PROJECT AGREEMENT FOR THE 101 MERRIMAC STREET PROJECT

In response to the Authority's concern with regard to the parking impacts of the proposed project, the developer has prepared a Parking Management Plan which mitigates parking impacts. The developer is obligated under the terms of the proposed DIP Agreement to carry out the measures defined in the Parking Management Plan. Said Plan calls for the parking garage in the project to be operated at maximum feasible capacity through use of a valet-park system and by reserving spaces at the lowest available rate for high occupancy vehicles such as carpool vans. Furthermore, the developer is obligated to: operate a shuttle bus to transport tenants to regular bus, subway, and commuter rail connections; operate a computer based ride-sharing information system for the North Station business community; and subsidize 20 MBTA monthly commuter passes for building tenants.

LM Associates Limited Partnership, an affiliate of H.N. Gorin Associates, Inc., requests approval of a Development Impact Project Plan for construction of a new 10-story mixed-use building. The proposed Project will be located on an 18,494-square-foot site, currently used as a parking lot, which fronts on to Merrimac and Portland Streets and is known as 146-152 Portland Street in the Bulfinch Triangle area of the North Station district. The Project, to be known as "101 Merrimac Street", will contain 165,835 square feet of gross floor area. The ground floor of the Project will be 7,800 square feet and will be devoted to active retail uses. The floors above the ground floor will be used for office space and similar uses. A below-grade parking facility with approximately 70 parking spaces will be accessed from the corner of Lancaster and Merrimac Streets. Two off-street truck loading bays will be accessed from Portland Street. The height of the building will be 124 feet to the roof line and the F.A.R. will be 8.97. The Project will be constructed with materials that are compatible with those which are dominant in the Bulfinch Triangle. The Project architect is The Architects Collaborative of Cambridge, Massachusetts.

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Construction is scheduled to begin on January 15, 1986 and is expected to be completed by April 15 1987. Construction jobs in excess of 100 man-years will be created. The completed Project will be the locus for approximately 1,000 permanent jobs. The developer will require his General Contractor and Subcontractors to use their good faith efforts to employ 50% Boston residents, 25% minority and 10% women in the workforce for the construction of the Project. The developer has also agreed to formulate a voluntary Employment Opportunity Plan which will describe the Developer's good faith efforts to achieve a goal that 50% of employment opportunities created in the Project will be made available to Boston residents. Said Plan shall be submitted for the Authority's approval no later than three months from the execution of the Development Impact Project Agreement.

In accordance with the Development Impact Project Plan and Agreement a Development Impact Project Exaction of $329,175 shall be paid by the Developer, in whole or in part, by money payments or, in whole or in part, by contributing to the creation of housing units for occupancy exclusively by low and moderate income residents of the City of Boston.

It is therefore recommended that the Authority approve the Development Impact Project Plan for the 101 Merrimac Street Project and authorize the Director to execute the Development Impact Project Agreement.

Appropriate votes follow:

VOTED: That in connection with the Development Impact Project Plan for the 101 Merrimac Street Project, to be constructed on a parcel of land at 146-152 Portland Street, presented at a public hearing duly held at the offices of the Authority on June 6, 1985, and after consideration of the evidence presented at that hearing, the Boston Redevelopment Authority finds that said Plan (1) conforms to the general plan for the City of Boston as a whole; (2) contains nothing that will be injurious to the neighborhood or otherwise detrimental to the public welfare; (3) does adequately and sufficiently satisfy all other criteria and specifications for a Development Impact Project Plan as set forth in Article 26 of the Boston Zoning Code as amended; and further

VOTED: That pursuant to the provisions of Article 26 of the Boston Zoning Code as amended, the Boston Redevelopment Authority hereby approves the Development Impact Project Plan for the 101 Merrimac Street Project. Said Development Plan is embodied in a written document entitled "Development Impact Project Plan for 101 Merrimac Street Boston Proper", dated June 6, 1985, as amended, and in a series of schematic drawings found in Exhibit E of said document; said document and plans shall be on file in the office of the Director of Zoning of the Authority; and further

VOTED: That the Authority hereby authorizes the Director to execute in the name and on behalf of the Authority and as an escrow agent for the as yet unformed Neighborhood Housing Trust, a Development Impact Exaction Agreement with the Developer of

the 101 Merrimac Street Project and to certify, in the name of the Authority, that plans submitted to the Building Commissioner in connection with said Project are in conformity with said Development Impact Project Plan and that the developer has entered into an Agreement with the Authority to be responsible for a Development Impact Project Exaction; and that said Agreement will include the requirement to carry out the terms and conditions of the Parking Management Plan dated November 4, 1985 which is incorporated by reference into this vote and into the DIP Agreement. Said Parking Management Plan includes provision of reservoir space within the development to prevent traffic backup onto adjacent streets; physical design to accommodate large vanpool vehicles; and further includes the requirement that parking facilities be operated on a valet parking system, and the developers subsidize the cost of 20 MBTA commuter passes for subway services and bus use and that they provide a shuttle bus service to transport tenants to bus, subway, and commuter rail connections.

VOTED: That in reference to petition Z-7890, brought by LM Associates Limited Partnership to the Board of Appeal, for conditional uses and variances as described in the Development Impact Project Plan for the 101 Merrimac Street Project, which is approved by the Authority today, the Boston Redevelopment Authority recommends approval provided that the Authority and the Developer have executed a Development Impact Project Agreement and that plans are submitted to the Authority for design review approval to ensure that the plans are consistent with the plans previously approved by the Authority and with the Development Impact Project Plan. The Authority finds that the conditional uses and variances requested in said petition are in conformity with said Development Plan.